City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS, RECOMMENDATION AND DECISION OF THE DIRECTOR OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Numbers: 3012209

Applicant Name: Brian Palidar

Address of Proposal: 10201 Greenwood Avenue North

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow a 263-units in three, three to four story structures with a common below grade garage for 212 vehicles, six live/work units and 3,910 square feet of commercial space.

The following approvals are required:

Design Review - Seattle Municipal Code (SMC) Section 23.41

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions*

[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

* Notice of the Early Determination of Non-significance was published on August 11, 2011.

PROJECT DESCRIPTION

The applicant proposes to design and construct a three to four story mixed use building with 263 residential units, approximately 4,250 square foot of commercial space, six live/work units and a below grade parking garage sheltering 212 parking stalls. Three 3 to 4-story towers would rise above a common garage. Access would occur from both North 103rd Street and Greenwood Avenue North.

The applicant presented three alternatives at the Early Design Guidance meeting. The first option repeats an earlier design for the subject site by a different developer (the same architect, however). In the scheme, two large nearly interlocking masses form a central courtyard. The "L" shape of the western most structure extends along N. 103rd St. and parallel to the west property line. The eastern most structure forms a retail spine along Greenwood Ave. N. with two wings running parallel and close to N. 103rd St. and the southern property line. Live/work occupies a portion of the east building fronting on N. 103rd. The rest of the building has a mix of residential units. Vehicular ingress to a common garage occurs at two locations on N. 103rd St. and one point on Greenwood Ave. close to the access easement. The mass steps slightly down the hillside toward the west.

Option # 2 employs three masses above a common garage. The same "L" shaped volume anchors the site on the west. Two parallel structures extending east and west form a terraced open space area between them which links to Greenwood Ave. N. at mid-block. Two commercial storefronts flank this open space. A driveway follows the access easement from Greenwood Ave. to the neighbor's loading dock and then turns north to connect with N. 103rd St. Garage access occurs in the heart of the site beneath the open space between the two parallel structures. The final option combines the strategies of the earlier MUP and option #2. Three structures are variously staggered on the site. Again, an "L" shaped mass establishes the property's northwest corner and western boundary. Two other masses form the parcel's eastern half and central portions. Another smaller "L" shaped structure anchors the northeast corner with live/work units facing Greenwood Ave. and several more fronting N. 103rd. The third volume steps back from Greenwood Ave. Its rectangular form extends parallel to the south property line. Above grade, the structure encloses the access easement to the loading dock providing a garage entry on Greenwood. Garage access occurs here and off N. 103rd St. at mid-block between two of the volumes. The masses step down the hillside by one or two levels. The conceptual landscape plan shows a series of terraces, a pool and a waterfall. Little of the open space appears devoted to play.

The refinement of the proposal for MUP application used the third option maintaining the earlier configuration and massing of the three buildings above a common garage. The only significant alteration replaced live/work units along Greenwood Ave with commercial space. The west building shifted slightly toward N. 103rd St.

SITE & VICINITY

The 94,604 square foot site (2.17 acres) lies within a Commercial One (C1 40) zone with a forty foot height limit. The project site forms a rectangle with its length extending 419.5 feet along N. 103rd St. Frontage on Greenwood Ave. N. totals 234.14'. The site descends from east to west approximately 32 feet and slopes downward along Greenwood Ave. by approximately 12 feet. The vacant development site contains two parcels once occupied by Leilani Lanes, a bowling alley, and an auto repair shop. Current access occurs from curb cuts on Greenwood Ave North and North 103rd Street. A 46' by 175.5' easement on the southern edge of the property provides access to a loading area for the adjacent storage building.

To the immediate west of the project site lays several properties developed with townhouses and single family houses. To the southwest, there is an adjacent cluster of new small-scale residences developed in the former Lowrise Duplex, Triplex zone. The balance of the property to the south is zoned like the subject site, C1-40; the immediately adjacent southern, Greenwood property is developed with a warehouse. On the east side of Greenwood Ave. N., mixed use buildings (a newly constructed one to the north of N. 103rd St. and Greenwood Ave.) and small business related enterprises line the corridor. Along N. 103rd St., directly north of the subject site, new multi-family and mixed use development occupy the block from Greenwood Ave. to NW Holman Road.

The site is located at the northern extents of the Greenwood neighborhood commercial corridor and within close proximity to Holman Village. The intersection of North 105th St. and Northwest Holman Road creates a small commercial node which the subject development site adheres. Low scale commercial uses predominate along the arterials and low rise and single family neighborhoods surrounding. Larger new mixed uses and apartment buildings along N. 103rd Street and Greenwood Ave have begun to alter the area's development pattern.

ANALYSIS - DESIGN REVIEW

Public Comments

Approximately ten members of the public affixed their names to the sign-in sheet at this Early Design Review meeting. They raised the following comments and issues:

- Several members of the public questioned why the applicant proposes fewer parking spaces than the number of units. Tenants and their guests will be forced to park on already overcrowded streets and in single family residential neighborhoods. More parking should be added to the complex.
- Massing of the proposed complex should reflect the views to the southwest. Too many units face north.
- The three options are too similar. Explore other massing options. An "E" shaped building facing south (toward the adjacent storage building) would provide for more light and space for units facing south. The storage building compromises views to the south.
- The design should strive to reduce noise generated by traffic on N. 103rd St. The noise will enter into the courtyard.
- The combined entry on N. 103rd is preferred.
- The new height measurements in the Land Use Code would allow for stepping down of the building mass from Greenwood Ave. Adding another floor level on Greenwood Ave. would benefit the project.
- Another commenter supported the height as shown on the drawings for the structures on Greenwood Ave.
- Consider infrastructure (particularly drainage) capacity for the site. The site lies within the Piper Creek watershed. Avoid the problems that the Crown Hill Safeway experienced.
- Leave the views from homes on N. 103rd St. (east of Greenwood) undisturbed.

GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the guidelines found in the City of Seattle's "Design Review: Guidelines for Multi-family and Commercial Buildings". *West Seattle Junction Neighborhood Design Guidelines are in bolded italics*.

PRIORITIES

A Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

As reviewed at EDG, the project design appears to capitalize on the mountain views to the west and the terrain's continuous slope.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

According to the Board members, the siting of the buildings recognizes the spatial characteristics of the two perimeter streets. Massing along these streets is placed close to the right of way. Discussion focused on whether more height should be placed at Greenwood. The Board generally agreed that the height was adequate as shown.

The Board, reflecting public comment, noted the discrepancy between the number of units proposed and the amount of parking spaces. The Board encouraged the developer to look into this concern.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

The Board discussed the visibility of the three residential lobbies placed behind the garage entry, the trash room (along N. 103rd St.) and across the courtyard. The Board looks forward to seeing how the design evolves and allows the entries are evident from the street.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

The Board did not support the placement of live/work units fronting onto Greenwood Ave. Development patterns, including new projects, in the vicinity support commercial uses unaffiliated directly with residential units. The proposed development would have approximately 260 new units that will help support a variety of commercial uses. Live/work units should be confined to the N. 103rd St. frontage which provides ample opportunity to contribute to the streetscape.

A-5 **Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**

In concept plan, Option# 3 appears to defer to the adjacent sites. Refinement of the design (heights, placement of windows, and design of landscaping) will reveal whether the design fulfills the expectation that this guideline establishes. The design should minimize the structure's bulk closest to the lowrise neighborhood.

A-6 **Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.**

The relationship of the live/work units along N. 103rd St. to the streetscape is an important consideration. The upper right hand image on p. 27 of the EDG packet shows a portion of the parking garage above grade which would potentially place the live/work units at a height inaccessible from the street. The architect will need to resolve this issue.

A-7 **Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.**

The Board looks forward to seeing the details of the landscape plan and the landscape architect's handling of materials. The relationship of the generous amount of open space to the residential units must be carefully thought through.

A-8 **Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.**

The concept for Option #3 focuses vehicular and pedestrian access at a major entry on N. 103rd St. How the design team handles garage egress, surface parking and pedestrian activity in this area will, in part, determine the project's success.

The Board asks that the applicant show how use of the easement functions.

A-10 **Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.**

The Board did not see any reason to place more emphasis on the corner massing than what was shown in the EDG packet (p. 25).

B. Height, Bulk and Scale

B-1 **Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.**

The relationship of the proposed structure to the lowrise, multifamily neighborhood on the west and south must be respectful of existing height, bulk and scale characteristics.

For the Recommendation meeting, the architect shall produce a set of realistic sections cut through the Lowrise 1 and 2 zones. Consider the manner in which the buildings relate to one another. How is privacy of the proposed and existing developments maintained?

C. Architectural Elements and Materials

C-1 <u>Architectural Context</u>. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

The south building's relationship with the storage facility is important. How will the tenants perceive the wall? The Board asked for sections and other illustrations to show the relationship of the wall to the residential units.

C-2 <u>Architectural Concept and Consistency</u>. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

The Board noted that treating the architectural concept with consistency in such a large project is challenging. This will be an important consideration at future Design Review meetings.

C-3 <u>Human Scale</u>. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

Without a consideration of the human scale, the large size of this development project could overwhelm the streetscape and the finer grain of development nearby. The drawings presented at the next meeting must provide evidence that the architect has produced a design that reflects sensitivity to the smaller scale.

C-4 <u>Exterior Finish Materials</u>. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The Board members will review colors and materials at the next meeting.

C-5 <u>Structured Parking Entrances</u>. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

At concept stage, the location of parking entrances appeared to satisfy the Board members.

D. Pedestrian Environment

D-1 <u>Pedestrian Open Spaces and Entrances</u>. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

The forecourt on Greenwood Ave. and the central courtyard are the defining elements of the proposal. The success of the design depends upon the quality of the landscaping. The Board expressed its appreciation for the general courtyard concept.

D-2 <u>Blank Walls</u>. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

The most obvious blank wall, an expanse of roughly 220 feet, faces the site from the south. The applicant proposes to place a substantial portion of the southernmost structure quite close to the storage facility's nearly 40' high largely blank wall. The architect will need to show how design of the building mass and its southern elevation respects the residents whose units would look directly into the adjacent blank expanse.

D-3 <u>Retaining Walls</u>. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.

Concept drawings of the courtyard illustrate a series of terraces beginning near Greenwood Ave. and stepping down the site's slope. The architectural treatment of this series of retaining walls will be of high importance to the Board. The development team will need to present detail drawings of the walls.

D-5 <u>Visual Impacts of Parking Structures</u>. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

The Board identified areas of the façade along N. 103rd St. and within the courtyard where portions of the underground garage appear to be exposed. The applicant may need to lower the floor plate of the garage to ensure that blank walls do not dominate the 103rd street front and the courtyard. The Board asked for details of how the building meets the grade along N. 103rd St.

D-6 <u>Screening of Dumpsters, Utilities, and Service Areas</u>. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

The architect expects to place the trash and recycling storage along N. 103rd St. The possibility of a blank wall along N. 103rd presents area is problematic. Consideration should be given to moving the service area to an interior location.

D-7 <u>Personal Safety and Security</u>. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The courtyard with its terraces and variations in grade introduces a complexity for safety issues. Site and landscape plans, as well as a diagram, to be presented at the Recommendation meeting will need to address safety and security concerns. The residential units should provide views into the courtyard to ensure that the central court has a level of informal surveillance by the tenants.

D-9 <u>Commercial Signage</u>. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

The Board expects to review the type of signage and its general placement at the next Board meeting.

D-10 <u>Commercial Lighting</u>. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

A commercial lighting plan will need to be developed for the Recommendation meeting.

D-11 <u>Commercial Transparency</u>. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

Providing adequate transparency for the live/work units fronting onto N. 103rd St. will be an important consideration.

D-12 <u>Residential Entries and Transitions</u>. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

The Board noted the importance of creating visible residential entries seen from N 103rd St. See A-3.

E. Landscaping

E-2 <u>Landscaping to Enhance the Building and/or Site</u>. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

The landscape plan needs to be quite detailed in order to explain the series of terraces and walkways and their relationship to both grade and to the buildings.

The front court at Greenwood Ave in concept plan appears quite expansive. The design and its detailing will need to be thoughtfully considered. Consider enhancing this forecourt by adjusting the arrangement of the commercial spaces (and the leasing office) to form an outdoor room.

E-3 <u>Landscape Design to Address Special Site Conditions</u>. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

The applicant has proposed a complex series of courtyard terraces in response to the site's slope that ought to provide the essential character of the development. The Board agreed that the concept appeared headed in the right direction and looks forward to landscape plan's refinement.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on July 22, 2011.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation Meeting on December 12, 2011 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meetings, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

Four members of the public affixed their names to the sign-in sheet at the Recommendation meeting. One person spoke raising the following issues:

- The complex has a mostly interior focus which turns its back upon the community.
- This inward focus is detrimental to building community.
- The dumpsters will block the main walkway into the complex from N. 103rd St.

A Site Planning

A-1 <u>Responding to Site Characteristics</u>. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

The Board did not expand upon earlier guidance.

A-2 <u>Streetscape Compatibility</u>. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

The Board recommended engaging the lower level façade of the west building's north elevation with the street. The below grade units and the retaining wall both act as a barrier separating the life at the street and the complex. In contrast, the N. 103rd St. elevation of the north building has a much more successful relationship to the street. Transformation of the façade may include adding, steps, stoops and especially entries along N. 103rd St.

A-3 <u>Entrances Visible from the Street</u>. Entries should be clearly identifiable and visible from the street.

Acknowledging the complex's predominantly inward focus, due to placement of the residential lobbies within the courtyard, the Board recommended that the architect design more pronounced entrances to the three buildings. Similar to other conditions recommended by the Board, the applicant will need to work with the planner to meet the Board's expectations for the entrances.

A-4 <u>Human Activity</u>. New development should be sited and designed to encourage human activity on the street.

In response to the Board's earlier guidance, the applicant redesigned the live/work space to be true commercial space facing Greenwood Ave. This met with the Board's satisfaction.

A-5 <u>Respect for Adjacent Sites</u>. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

The Board considered the proposed structure's relationship to its neighbors and did not ask for modifications.

A-6 <u>Transition Between Residence and Street</u>. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The Board recommended a revision to the west building's street level façade along N. 103rd St. See A-2.

The design of the live/work storefronts met with approval.

A-7 <u>Residential Open Space</u>. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

See E-2

A-8 <u>Parking and Vehicle Access</u>. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

A walkway will need to be developed designed to extend from the N. 103rd street sidewalk past the garage entrance to the lobby entrance of the north building. A change in paving pattern ought to distinguish the walkway from the concrete driveway at the garage. The Board stated that it did not expect pedestrians to cross over to the sidewalk to the pathway adjacent to the west building's east elevation.

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

No additional guidance or recommendations was given.

B. Height, Bulk and Scale

B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

After reviewing the sections and the perspectives of the relationship between the complex and the neighboring residential structures, the Board accepted the massing along the property edges.

C. Architectural Elements and Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

At the EDG meeting, the Board requested sections and other illustrations to show the relationship of the residential units to the north wall of the adjacent storage facility. The Board requested the installation of larger trees alongside the south property line as a means of obscuring the massive blank wall. See E-2.

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

The Board noted the balance between the simplicity of the concept and its variations.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

The Board did not expand upon its earlier comments urging the architect to create a structure sensitive to its lower scale neighbors to the west and south.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The Board members asked for clarification of the colors and materials but did not recommend changes from those presented at the Recommendation meeting.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

The Board offered no further comment than those at the EDG review.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

The driveway, particularly the hammerhead turnaround, into the center of the courtyard detracts from the strong courtyard concept. Rather than function merely as a turnaround, this portion of the courtyard should complement, and function as a supplementary space, the active and passive portions of the courtyard. Changing the paving materials and enhancing the landscaping and planting around the hammerhead to lessen the extent of its association with the driveway will connect it to the court. If possible, the size of the hammerhead should be reduced as well.

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

To mitigate the impacts of the roughly 220 foot facing the south facing units, the Board recommended planting larger trees within the decks between the units and the wall of the storage facility. See E-2.

D-3 Retaining Walls. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.

The Board objected to the retaining walls between the right of way and the units facing N. 103rd St. To avoid creating a moat along the west building frontage, the Board recommended creating entrances and stoops along the street.

No follow-up discussion of the courtyard's retaining walls occurred.

D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

No further discussion followed the EDG comments.

D-6 **<u>Screening of Dumpsters, Utilities, and Service Areas</u>. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

After considered deliberation, the Board averred the applicant's request to place the waste storage area at the N. 103rd St. entrance of the complex, recommending only to embellish the screen covering the blank wall with evergreen vines.

D-7 **<u>Personal Safety and Security</u>. Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

The Board did not expand upon earlier comments.

D-9 **<u>Commercial Signage</u>. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.**

The Board did not comment upon the type of signage and its general placement.

D-10 **<u>Commercial Lighting</u>. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.**

The Board tacitly approved the lighting plan presented at the Recommendation meeting.

D-11 **<u>Commercial Transparency</u>. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.**

The Board concurred with the amount of transparency for the live/work units.

D-12 **<u>Residential Entries and Transitions</u>. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.**

Reiterating its earlier comments, the Board recommended revisions to the façade's interface with the street frontage along N 103rd St. See A-2 and A-3.

E. Landscaping

E-2 **<u>Landscaping to Enhance the Building and/or Site</u>. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.**

The Board tacitly approved the design of the plaza at Greenwood Ave.

It recommended larger trees planted on the deck over the driveway easement in order to mitigate the height and breadth of the storage facility's north wall upon the units facing it. At installation, the trees planted in containers along the deck should be eight feet tall. In the lower area at grade along the south property line, the trees should be at least 12' high at installation.

Noting the number of fence types, the Board urged the applicant to reduce the variety of fences in the complex.

E-3 <u>Landscape Design to Address Special Site Conditions</u>. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

The interiority of the scheme requires pedestrians and vehicles to share a significant portion of the courtyard. The hammerhead portion of the driveway needs revision to integrate this portion of the central drive into the court's pedestrian activity zone. See D-1.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the December 12, 2011 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the December 12th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	**REQUIREMENT**	**REQUEST**	**JUSTIFICATION**	**RECOMMEND-ATION**
1. Residential Use at Street Level SMC 23.47A.005C.3	Residential uses may not occupy more than 20% of the street-level, street facing façade when fronting an arterial.	Combined north and south buildings facing Greenwood Ave would have 27.8% in residential use.	▪ Applicant replaced proposed live/work on Greenwood Ave with commercial space. ▪ Leasing office and required driveway easement account for most of south building.	Approval
2. Blank Facades—Segment Width & Total Façade Length. SMC 23.47A.008A.2.b&c.	Blank segments between 2' and 8' above the sidewalk may not exceed 20' in width. Total of all blank façade segments may not exceed 40% of the width of the façade of the structure along the street.	Blank segment of 51'3" occurs at the west building's north elevation along N. 103rd St. 56% of the façade is blank.	▪ Upgraded landscaping between sidewalk and building.	Approval
3. Street Level Street Facing Facades. Distance to Street Lot Line. SMC 23.47A.008A.3	Street-level, street facing facades must be within 10' of the street lot line unless wider sidewalks, plazas, or other approved landscaped or	South Building. Has 42'5" setback from Greenwood Ave N.	▪ Provides a central plaza along Greenwood Ave with art and fountain.	Approval

	open spaces are provided.			
4. Street Level Street Facing Facades. Distance to Street Lot Line. SMC 23.47A.008A.3	Street-level, street facing facades must be within 10' of the street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.	West Building. 10' modulation of north elevation along 103rd St.	▪ Board recommended improved street presence on west building's north façade. Changes could include adding entries, stairs, and stoops.	Recommended approval based on condition.
5. Street Level Street Facing Facades. Distance to Street Lot Line. SMC 23.47A.008A.3	Street-level, street facing facades must be within 10' of the street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.	West Building. 10' modulation of north elevation along 103rd St.	▪ Board recommended improved street presence on west building's north façade. Changes could include adding entries, stairs, and stoops.	Recommended approval based on condition.
6. Street Level, Street Facing Facades— Residential Entry. SMC 23.47A.008D2	For all residential uses, at least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry.	Along Greenwood Ave, a plaza and exterior entrance lead to courtyard of three building complex.	▪ Fountain and art in plaza along Greenwood announce formal exterior entrance into complex.	Approval
7. Street Level, Street Facing Facades— Residential Entry. SMC 23.47A.008D2	For all residential uses, at least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry.	No street facing primary entry for north building. Three residential entries are located off a central courtyard. Entries are clustered to create a visual relationship.	▪ Board recommended creating more visually pronounced entries, stairs and stoops along N. 103rd St.	Approval based on condition.
8. Street Level, Street Facing Facades— Residential Entry. SMC 23.47A.008D2	For all residential uses, at least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry.	No street facing primary entry for west building.	▪ Three residential entries are located off a central courtyard. Entries are clustered to create a visual relationship.	Approval based on condition to create more visually pronounced entries.
9. Site Access. SMC 23.47A.032A.1.c	If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines.	Proposes vehicular access from both Greenwood Ave and N. 103rd St.	▪ Density and size of project warrants two access points. ▪ One access determined by driveway easement with adjacent building.	Approval
10. Transparency. SMC 23.47A.008B.2.a	60% of the street-facing façade between 2' and 8'above the sidewalk shall be transparent.	0% transparency at trash/recycling storage for 28'8".	▪ Green screen and building signage located on exterior wall. Board recommended evergreen vines to cover walls.	Approval based on condition.

11. Finish Floor Elevation & Setback. SMC23.47A.008D.3	Finish floor of dwelling units on street-level, street facing facades shall be at least 4' above or below sidewalk grade or at least 10' set back from the sidewalk.	At west building, unit one, 27'9" in width, has finished floor from 3'1" to 4'8".	Board recommended improved street presence on west building's north façade. Changes could include adding entries, stairs, and stoops.	Approval based on condition.
11. Finish Floor Elevation & Setback. SMC23.47A.008D.3	Finish floor of dwelling units on street-level, street facing facades shall be at least 4' above or below sidewalk grade or at least 10' set back from the sidewalk.	At west building, unit two, 28'8" in width, has finished floor from 1'3" below grade to 0'5" above grade.	Board recommended improved street presence on west building's north façade. Changes could include adding entries, stairs, and stoops.	Approval based on condition.
12. Location of Utility Uses. SMC 23.47A.005B	Utility uses may not abut street-level street facing facades where the structure contains more than one residential dwelling unit.	Refuse and trash collection located at prominent entrance to complex.	▪ Creates central location for trash pick-up.	Approval based on condition to ensure evergreen vines covering walls.
13. Separation of Street Level Parking from Street Facing Façade. SMC 23.47A.032B.1.b	Street level parking shall be separated from the street level, street facing façade by another permitted use.	Three parking spaces located not separated by another use. Parking created by easement condition.	▪ Portion of elevation and landscaping visually separates use.	Approval
14. Depth of Non-residential Uses. SMC 23.47A.008B.3.a	Non-residential uses shall extend an average of 30' (15' minimum) in depth from street facing façade.	North building SE corner commercial space: Average depth of 29'10". 2" reduction.	▪ Accommodates a required egress corridor.	Approval
15. Depth of Non-residential Uses. SMC 23.47A.008B.3.a	Non-residential uses shall extend an average of 30' (15' minimum) in depth from street facing façade.	North building center commercial space on Greenwood Ave. Average depth of 28'3". 2'9" reduction.	▪ Accommodates a required egress corridor.	Approval
16. Depth of Non-residential Uses. SMC 23.47A.008B.3.a	Non-residential uses shall extend an average of 30' (15' minimum) in depth from street facing façade.	North building live/work spaces with lofts on 103rd St. Depth is 28'6". Reduction of 1'6".	▪ Small exterior space in front of units with stoop promotes pedestrian activity and stronger connection to street.	Approval
17. Depth of Non-residential Uses. SMC 23.47A.008B.3.a	Non-residential uses shall extend an average of 30' (15' minimum) in depth from street facing façade.	North building live/work spaces without lofts on 103rd St. Depth is 28'6". Reduction of 1'6".	▪ Small exterior space in front of units with stoop promotes pedestrian activity.	Approval
18. Floor to Floor Heights for Non-residential Uses. SMC 23.47A.008B.3.b	Non-residential uses at street level shall have a floor to floor height of at least 13'.	35% of north building's commercial space has 9'6" floor to floor height.	▪ Most of commercial space has a 19' floor to floor height which exceeds requirement.	Approval
19. Extent of Commercial Uses at Live/Work Units. SMC 23.47A.008E	Work portion of live/work units must be located between the principal street and the residential portion of the unit.	Three of six live/work units have separate commercial and residential uses at street side.	▪ Wider units than typically designed for live/work.	Approval

20. Extent of Commercial Uses at Live/Work Units. SMC 23.47A.008E	Work portion of live/work units must be located between the principal street and the residential portion of the unit.	Three of six live/work units have separate commercial and residential uses at street side.	▪ Wider units than typically designed for live/work.	Approval
21. Extent of Commercial Uses at Live/Work Units. SMC 23.47A.008E	Work portion of live/work units must be located between the principal street and the residential portion of the unit.	Three of six live/work units have separate commercial and residential uses at street side.	▪ Wider units than typically designed for live/work.	Approval

The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

1) Engage the street level façade of the west building's north elevation with the N. 103rd St. right of way. Because the below grade units and the retaining wall both act as a barrier separating the life at the street from the complex, transformation of the façade may include steps, stoops and especially entries along N. 103rd St. (A-2, A-6, D-3, D-12)
2) Design more pronounced courtyard entrances to the three buildings. (A-3)
3) Design a walkway to extend from the N. 103rd street sidewalk past the garage entrance to the lobby entrance of the north building. A change in paving pattern shall distinguish the walkway from the concrete driveway at the garage. (A-8)
4) Redesign the hammerhead turnaround to complement, and function as a supplementary space, the active and passive portions of the courtyard. Changing the paving materials and enhancing the landscaping and planting around the hammerhead to lessen the extent of its association with the driveway will connect the turnaround with the court. (D-1, E-3)
5) Install at least eight foot trees on the deck over the driveway easement in order to mitigate the height and breadth of the storage facility's north wall upon the units facing it. Within the lower area at grade along the south property line, the trees should be at least 12' high at installation. (C-1, D-2, E-2)

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the conditions recommended by the four Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated July 14, 2011. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

Noise

Noise associated with construction of the mixed use building and future phases could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

Prior to issuance of demolition, grading and building permits, the applicant will submit a construction noise mitigation plan. This plan will include steps 1) to limit noise decibel levels and duration and 2) procedures for advanced notice to surrounding properties. The plan will be subject to review and approval by DPD. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

1) Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
2) Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

3) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
4) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

Air Quality

Construction for this project is expected to add temporarily particulates to the air that will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

Excavation to construct the mixed use structure will be necessary. The maximum depth of the excavation is approximately 16 feet and will consist of an estimated 45,000 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Parking

Duration of construction of the apartment building may last approximately 20 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 45,000 cubic yards of soil are expected to be excavated from the project site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 4,500 round trips with 10-yard hauling trucks or 2,250 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along SW Avalon Way. Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area; increased demand for parking; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, green house gas emissions, traffic, parking impacts and public view protection warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Transportation

The proposed apartment development would produce 1,210 new daily trips, 86 new AM peak hour trips and 112 new PM peak hour trips. The addition of the new apartment complex would not cause any of the four study intersections (Greenwood Ave. at Holman Road/n. 105th St.; Holman Rd. at N. 103rd St.; Greenwood Ave. at N. 103rd St.; Site Access at N. 103rd St. and Site access at Greenwood Ave.) to degrade to an unsatisfactory level of service. The site access at N. 103rd St. will operate at LOS A and the Greenwood Ave access would operate at LOS C with 15.7 seconds of delay or better.

The intersection of Greenwood Ave at Holman /N. 105th St presently operates at LOS E for existing peak-hour conditions. The addition of the proposal and background development growth, this area would add 14.9 seconds average delay (71.5 total seconds). The subject development would contribute 1.4 seconds of this delay by adding 26 trips during the critical weekday PM peak hour to this intersection. The additional trips and its generated delay would not change the level of service.

No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

The project would receive a 20% parking stall reduction based on the project's proximity to transit (SMC 23.54.015). Seattle Land use Code requires one parking stall for every residential

unit (263) and no parking for the commercial uses before the 20 percent reduction. Based on this formula, the project would require 210 parking stalls.

Based on 2000 census date for the vicinity, the amount of vehicles owned per rental unit is 1.09. With 263 units and 1.09 vehicles per unit, there would be a generated demand of 286 vehicles anticipated to desire parking if there are no constraints. The commercial component would generate a parking demand of two vehicles. Total unconstrained parking demand for the apartments, retail and commercial office amounts to 288 units. Within an 800 foot walking distance from the site, the traffic consultant counted 394 legal on-street parking spaces.

The traffic consultant writes that "the park parking demand for the proposed development that is not handled with on-site parking (83 vehicles) was added to the existing peak parking demand to estimate the future peak parking demand. The future parking demand is estimated at 264 cars. The peak parking utilization rate is estimated at 68.8%."

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are anticipated to be non-significant. The conditions imposed below are intended to mitigate construction impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2C.

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS – DESIGN REVIEW

Prior to MUP Issuance

Revise plans sets to show:

1) Engage the street level façade of the west building's north elevation with the N. 103rd St. right of way. Because the below grade units and the retaining wall both act as a barrier separating the life at the street from the complex, transformation of the façade may include steps, stoops and especially entries along N. 103rd St.

2) Design more pronounced courtyard entrances to the three buildings.

3) Design a walkway to extend from the N. 103rd street sidewalk past the garage entrance to the lobby entrance of the north building. A change in paving pattern shall distinguish the walkway from the concrete driveway at the garage.

4) Redesign the hammerhead turnaround to complement, and function as a supplementary space, the active and passive portions of the courtyard. Changing the paving materials and enhancing the landscaping and planting around the hammerhead to lessen the extent of its association with the driveway will connect the turnaround with the court.

5) Install at least eight foot trees on the deck over the driveway easement in order to mitigate the height and breadth of the storage facility's north wall upon the units facing it. Within the lower area at grade along the south property line, the trees should be at least 12' high at installation.

Prior to Building Application

6. Include the departure matrix in the zoning summary section on all subsequent building permit plans. Add call-out notes on appropriate plan and elevation drawings in the updated MUP plans and on all subsequent building permit plans.

Prior to Commencement of Construction

7. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

Prior to Issuance of all Construction Permits

8. Embed the MUP conditions in the cover sheet for all subsequent permits including updated building permit drawings.

Prior to Issuance of a Certificate of Occupancy

9. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 206.615-1392). An appointment with the assigned Land Use Planner must be made at least three (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

For the Life of the Project

10. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce Rips, 206.615-1392) or by the Design Review Manager. Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

CONDITIONS – SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

11. A construction traffic management plan shall be submitted to DPD and SDOT prior to the beginning of construction.

12. Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along Greenwood Ave N.

During Construction

13. Condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

14. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 6:00 P.M.:

    A. Surveying and layout.
    B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).
    C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

15. In addition to the Noise Ordinance, requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

    a) Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
    b) Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
    c) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
    d) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

16. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

17. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.
18. Construction activities outside the above-stated restrictions may be authorized upon approval of a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short -term transportation impacts that result from the project.

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Signature: (signature on file) Date: January 17, 2012
Bruce P. Rips, AAIA, AICP
Department of Planning and Development

BPR:bg

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